

3.7 PUBLIC SERVICES

As discussed in the Initial Study included in Appendix A, the City of Long Beach has determined that the Proposed Project would have a less than significant impact on the following public services and utilities and no further analysis is required: increase in school attendance, parks, maintenance, and other public facilities such as libraries. This section addresses the potential impacts of the Proposed Project on fire protection and police protection as identified in the Initial Study.

METHODOLOGY

The Proposed Project's potential impacts related to public services were based on available information for similar construction projects. Methods used to determine the existing conditions, as well as potential project impacts, included the following:

- Conversations with representatives from the Long Beach Police Department, Long Beach Fire Department, and Airport staff.
- Review of the Airport's construction safety plan, titled Safety and Security Requirements During Construction.¹
- Review of the Long Beach Airport Rules and Regulations.²

3.7.1 EXISTING CONDITIONS

Fire Services

The FAA's Federal Aviation Regulations Part 139, has established an index for determining fire-fighting equipment needs at airports. Airports are rated from "A" through "D" based on the size of the planes accessing the airport. Long Beach Airport is ranked as a "C" index airport based on the use of the Boeing 757, which is the largest aircraft with five or more daily operations at the Airport. An airport with an Index of "C" is required to have two heavy crash vehicles that carry water and are foam producing. As discussed below, the Airport has two ARFF units and, thus, meets FAA's minimum requirements.

There are three City of Long Beach Fire Stations that respond to fire, medical and other incidents at the Long Beach Airport. Fire Station 16, located at 2890 E. Wardlow Road, Long Beach, is situated on the west side of the airfield. Station 16 is equipped with two Airport Rescue and Firefighting (ARFF) units and one quick-response unit. The Fire Station is manned 24-hours a day, with one Battalion Chief and four other fire personnel on-site at all times. The primary responsibility of Fire Station 16 is to provide first-response fire suppression directly related to airplane crashes/emergencies at the Long Beach Airport.³ The FAA mandates that the first primary airport fire suppression apparatus responding to an aircraft emergency must arrive within 3 minutes and the remainder of the airport units must all arrive with 4 minutes. Crash units assigned to Station 16 currently meet these mandated response times.⁴

Fire Station 19, located at 3559 Clark Avenue, provides first-response land-based fire suppression and emergency medical services response to the Long Beach Airport terminal area and is approximately 0.9 miles east of the Airport. As illustrated in Table 3.7-1 below, Fire

¹ Available for review at the City of Long Beach Planning Department, 333 W. Ocean Boulevard, 4th Floor, Long Beach, California.

² Available for review at the City of Long Beach Planning Department, 333 W. Ocean Boulevard, 4th Floor, Long Beach, California.

³ Telephone conversation with Deputy Fire Chief Alan Patalano.

⁴ Ibid.

Station 19 has one fire engine and one paramedic van and is supported by four firefighters and two paramedics 24 hours a day.

**TABLE 3.7-1
FIRE FIGHTING RESOURCES AVAILABLE TO THE AIRPORT**

Station	Apparatus	Daily Staffing
Station 16	2 ARFF Units, 1 Quick-Response Unit	5 ^a
Station 19	1 Engine, 1 Paramedic Van	4 FF, 2 PM
Station 9	1 Engine, 1 Paramedic Van	4 FF, 2 PM
^a Including the Battalion Chief assigned to the Station FF = Firefighter PM = Paramedic Source: Telephone conversation with David Sansenbach, Airport Safety Officer, 09/30/05.		

Fire Station 9, located at 3917 Long Beach Boulevard, provides first-response land-based fire suppression and paramedic emergency medical services response to the Airport. Fire Station 9 is located approximately 2.65 miles west of the Airport.⁵ The approximate response time to land-based incidents at the Long Beach Airport is five minutes or less.⁶ Fire Station 9 has one fire engine and one paramedic van and is supported by four firefighters and two paramedics 24 hours a day, as illustrated in Table 3.7-1.

Land-based fire back-up to Fire Station 19 is provided by Fire Station 17, located at 2241 Argonne Avenue, and by Fire Station 18, located at 3361 Palo Verde Avenue; back-up for Station 9 is provided by Fire Station 7 at 2295 Elm Avenue.⁷

It should be noted that the City's Emergency Communication and Operations Center (ECOC) is also located near the Airport at 2990 Redondo Avenue. This center is a citywide resource, from which all 9-1-1 responses are dispatched. Resources are deployed from the ECOC to incidents throughout the City, as needed. Additionally, in a major aircraft or airport emergency, the ECOC could act as the Incident Command Center, if required.

Police Services

Airport Safety Officers

There are currently 30 budgeted Airport Safety Officer positions for the Long Beach Airport, with 21 individuals on active duty. These peace officers are fully sworn officers who provide security at the Airport 24 hours per day. Each Airport Safety Officer works four-day, ten-hour shifts.⁸ One sergeant and four officers are on duty during each shift. The City of Long Beach Police Department supplements the Airport Safety Officers. Because the Airport Safety Officers work on site at the Airport and in the terminal area, their emergency response time is immediate.

City of Long Beach Police Department

The Patrol Bureau, Field Operations Division of the Long Beach Police Department located on the Airport at 3501 Lakewood Boulevard, Long Beach, is responsible for providing supplemental

⁵ Telephone conversation with Pam Henry.

⁶ Telephone conversation with Deputy Fire Chief Alan Patalano.

⁷ Ibid.

⁸ Telephone conversation with Dave Sansenbach.

police protection at the Airport.⁹ The Field Operations Division is required to provide one sergeant, and eight full-time police officers for the Long Beach Airport from 5:00 a.m. through 11:00 p.m., seven days per week as a result of a Memorandum of Understanding between the Long Beach Airport Bureau and the City of Long Beach Police Department. Back-up police support would be provided from throughout the entire Long Beach Police Department, and not from one particular police precinct. The emergency response time for Long Beach Police Department personnel working at the Airport is immediate to incidents in the terminal area.

Transportation Security Administration

On November 19, 2001, the President of the United States signed into law the Aviation and Transportation Security Act ("ATSA"), which established the new Transportation Security Administration ("TSA") within the Department of Transportation. The TSA is directly responsible for developing increased air travel security programs.

TSA started operations at the Long Beach Airport in October 2002 with the screening of passengers. On January 1, 2003, TSA initiated the screening of baggage at the Airport. They currently have 120 employees working at Long Beach Airport screening luggage and passengers. In addition, TSA currently has 16 ETD machines at the Airport for screening luggage and four ETD stations for screening passengers' carrier-on luggage. In addition, there are six stations for screening passengers.

The passenger checkpoint includes three primary steps: (1) all carry-on baggage must be placed on the belt of the X-ray machine, and (2) all passengers must walk through a metal detector. If an alarm is set off, the passenger will undergo a secondary screening, and (3) secondary screening includes a hand/wand inspection in conjunction with a pat-down inspection. TSA personnel respond to potential safety threats immediately. TSA has requested improvements at the Airport to enhance passenger and baggage screening activities.

**TABLE 3.7-2
SECURITY RESOURCES AVAILABLE TO THE AIRPORT**

Service Provider	Total Personnel	Personnel per Peak Shift
Airport Safety Officers	21 ^a	6
Long Beach Police Department	9	2
Transportation Security Administration	120 ^b	NA ^c
^a 30 budgeted positions ^b 132 budgeted positions ^c Information on the number of employees per shift is not available.		
Source: Telephone conversation with David Sansenbach, Airport Operations Superintendent, Chief of Security, September 30, 2005.		

⁹ Telephone conversations with Commander Billy Quach, Commander Torben Beith, and David Sansenbach.

Related Planning Programs

City of Long Beach General Plan

Public Safety Element

The City's Public Safety Element was adopted in 1975, pursuant to the requirements of California Government Code 65302.1. In addition to helping the City comply with State law, the Public Safety Element:

The City's Public Safety Element was adopted in May 1975 in response to State law (Government Codes Section 65302.1) which mandates the creation of a safety element as a part of all city and county general plans. The Public Safety Element:

- 1) Identifies all public safety items, which relate to the General Plan.
- 2) Incorporates public safety considerations into the overall planning process, to add another dimension of insight and greater comprehensiveness to the Long Beach General Plan.
- 3) Suggests methods for achieving maximum feasible safety for citizens.
- 4) Recommends measures to reduce the probability of loss of life, injuries, damage to property, and economic and social dislocation resulting from fire, dangerous geologic occurrences and most other natural and man-created hazards.
- 5) Provides Citizens with an increased sense of security and well-being.
- 6) Sets forth means of correcting and/or mitigating hazards.
- 7) Informs citizens of potential safety problems and provides information regarding emergency situations.
- 8) Assists public safety officials in dealing with matters of safety and emergency occurrences.
- 9) Assures that physical manifestations of safety considerations are reflected in the General Plan.

Protection Goals

- 2) Protect existing land uses from the intrusion of safety hazards.

3.7.2 IMPACT ANALYSIS

Thresholds of Significance

The thresholds of significance for this EIR have been determined in cooperation with the City of Long Beach and are presented below:

Impacts to public services would be considered significant if the Proposed Project:

- Does not conform to the policies of the General Plan pertaining to public services related to the Airport.
- Would result in a substantial increase in demand for public service at the Airport, which cannot be met by existing staffing.
- Would result in inadequate emergency access at the Airport.
- Would result in inadequate security as determined by TSA.
- Would conflict with Airport and FAA standards and regulations.
- Would result in an air or ground safety hazard.

Proposed Project

Threshold 1: ***Impacts to public services would be considered significant if the project does not conform to the policies of the General Plan pertaining to public services related to the Airport.***

Construction Related Impacts

The Public Safety Element of the City's General Plan seeks to protect existing land uses from the intrusion of safety hazards. Construction of the Proposed Project would not result in the intrusion of safety hazards at the Airport. All construction activities would comply with standard City construction requirements. In addition, any activities that occur on the airfield side of the airport would be required to comply with FAA requirements. Standard construction practices would require notification of emergency services of any activities that would potentially result in delays in emergency response times (i.e., roadway detours). There are no specific policies related to construction activities and the provision of police and fire services; however, City standard conditions require the contractor to submit plans to the Police and Fire Departments prior to initiating of work. With implementation of this standard condition, there would be no impacts. No mitigation would be required.

Project Related Impacts

The Proposed Project would involve improvements to the Airport terminal area facilities, including, additional terminal capacity, construction of a new parking structure to better serve existing demand at the Airport, and general aviation tie-down space to replace existing tie-down areas that would be displaced. The ongoing operation of these facilities would not have an adverse impact on the provision of police and fire services. The design of the facilities would implement all applicable City and Uniform Building Codes, as well as TSA requirements. Implementation of these design standards would ensure that the structures meet the requirements for emergency access and fire suppression requirements (i.e., sprinkler systems). The Proposed Project would conform to the policies and intent of the General Plan Public Safety Element in that it would provide a more secure environment for the screening of baggage and passengers. In addition, the circulation improvements associated with the Proposed Project would reduce the possibility of safety hazards related to overcrowding. Therefore, there would be no impact associated with this threshold and no mitigation measures would be required.

Additional Effects Related to Optimized Flights

The General Plan does not have specific standards or policies related to police and fire services at the Airport. The increased flight and passenger levels associated with the Optimized Flights scenario may result in an incremental increase in demand for services; however, staffing levels for Airport security as well as police and fire protection would be adjusted, as necessary, to meet changing demands at the Airport.¹⁰ Therefore, no additional security services and/or security measures would be required to minimize safety hazards at the Airport. No mitigation would be required.

¹⁰ Telephone conversation with David Sansenbach, September 30, 2005.

Threshold 2: *Impacts to public services would be considered significant if the project would result in a substantial increase in demand for public service at the Airport, which cannot be met by existing staffing.*

Construction Related Impacts

The staffing levels for airport security, police, fire, paramedic, and TSA personnel are tied to the number of passengers and flights served by the Airport. Because construction activities would not alter the number of passengers or flights at the Airport, there would be no impact on staffing levels. No mitigation would be required.

Project Related Impacts

The purpose of the proposed terminal area improvements is to implement facilities improvements to better serve the passengers who currently use the Airport and the projected 4.2 MAP associated with the minimum number of flights allowed by the Airport Noise Compatibility Ordinance whose demands for service are met by existing Airport security, police, fire, and TSA staffing levels. Since staffing levels are based on the number of passengers and flights at the Airport, and not the facilities themselves, the new facilities would not result in a substantial increase in demand for fire or police service at the Long Beach Airport.¹¹ No mitigation would be required.

Additional Effects Resulting from Optimized Flights

The Optimized Flights scenario would result in an increase of approximately 850,000 annual passengers at the Airport. Since staffing levels of the Fire Department, Police Department, and airport security, are adjusted to ensure that adequate personnel are available for peak activity periods,¹² no additional personnel would be required. Similarly, no additional equipment would be needed by any of the agencies providing security services at the Airport because, even with a potential increase of 11 daily commercial flights and full utilization of the 25 daily commuter flights, the Airport would retain a “C” index rating. As discussed in Section 3.7.1 above, the Airport has enough equipment to satisfy the requirements associated with the “C” index. No mitigation required.

The staffing requirement for TSA is a function of the number of screening stations, peak passenger levels, and the type of equipment/technology available. Federal funding levels for TSA also influences staffing levels. The majority of the additional flights would be expected to occur at non-peak hours; therefore, it is anticipated that the staffing levels that have been currently budgeted would be sufficient.

Threshold 3: *Impacts to public services would be considered significant if the project would result in inadequate emergency access at the Airport.*

Construction Related Impacts

The proposed improvements to Long Beach Airport would include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard and the addition and/or modifications of signage, lighting, and pavement markings to aid in the safe movement of vehicular and pedestrian traffic through the parking structures, lots and terminal area. In addition, the Proposed Project would include internal circulation improvements in the Airport

¹¹ Telephone conversations with Deputy Fire Chief Alan Patalano and David Sansenbach.

¹² Telephone conversation with David Sansenbach.

terminal area. During construction, access to these areas could be temporarily affected. However, since each of the emergency service providers supporting the Airport (i.e., fire, police, airport security and TSA) has personnel and equipment on site at the Airport, their respective response times would not be substantially reduced. Access points to the Airport would always be maintained. Therefore, this would not be considered a significant impact.

Prior to the initiation of construction activities, the City of Long Beach would prepare a Traffic Control Plan to ensure that adequate emergency access is maintained during construction. Standard Condition 3.7-1 would reduce potential roadway emergency access impacts to a level considered less than significant. A component of the Traffic Control Plan would be to coordinate with the service providers during each phase of construction to ensure operations can be adjusted accordingly.

During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Standard Condition 3.7-2 would reduce potential terminal area emergency access impacts to a level considered less than significant.

No additional mitigation would be required.

Project Related Impacts

As previously stated, the Proposed Project would involve improvements to the existing Airport terminal area and construction of a new parking structure to better serve existing demand at the Airport. The Proposed Project would be required to comply with the various City codes and regulations, the Uniform Building Code, and TSA requirements. Consistent with City of Long Beach design standards, the roadway improvements associated with the Proposed Project would provide sufficient clearances and turn-arounds for emergency equipment. Through implementation of these standard conditions and regulations, sufficient emergency access would be provided to all terminal area improvements. No mitigation measures would be required.

Additional Effects Related to Optimized Flights

The additional flights and associated passenger levels would not have an adverse impact on emergency access. The Optimized Flights scenario would not alter any of the facilities at the Airport. As discussed in Section 3.8, Traffic and Circulation, the proposed roadway improvements would actually reduce traffic congestion in the Airport area and vicinity. The mitigation measures outlined in Section 3.8 provide for traffic improvements commensurate with the increased vehicular traffic access the Airport. Even with the additional flights levels that could occur under the Optimized Flights scenario, an acceptable volume/capacity ratio would be maintained on Airport area roadways. As such, the Proposed Project would not result in inadequate emergency access. No mitigation would be required.

Threshold 4: Impacts to public services would be considered significant if the project would result in inadequate security as determined by TSA.

Construction Related Impacts

All consultants, contractors, subcontractors, suppliers, and all other persons under their control who conduct activities within the Airport's Air Operations Area (AOA) or restricted areas of the Airport during construction of the Proposed Project would be required to adhere to the requirements, standards and procedures contained in the Airport's safety plan. The Airport

Operations Representative would be responsible for coordinating all safety and security matters during construction, and for ensuring that all procedures and requirements are followed. With adherence to the safety plan, no impacts to police or fire protection would occur. Adequate security would be maintained.

Pursuant to Standard Condition 3.7-3, below, during construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities. No additional mitigation would be required.

Project Related Impacts

A component of the Proposed Project is to enhance the passenger and baggage screening facilities to meet the TSA minimum requirements. Currently, the passenger security screening area at the Airport is 3,900 square feet. The Proposed Project would add 7,000 square feet for passenger security screening, resulting in a total of 10,900 square feet for this purpose. Currently, checked baggage screening is conducted outdoors, under a temporary canopy. The Proposed Project would provide a 7,000 square feet air-conditioned structure for baggage screening. This structure would house the explosive detection equipment, which includes an in-line baggage conveyor. These improvements would help TSA personnel better provide security services, consistent with TSA's request for facility improvements at the Airport. These components of the Proposed Project would be designed to meet TSA specifications. Therefore, the Proposed Project would not result in impacts associated with this threshold. No mitigation measures would be required. It should also be noted, that the TSA components of the Proposed Project would also be required to meet the design standards of the Long Beach building codes; therefore, implementation of the facilities would not impede the ability to provide police and fire service. No mitigation would be required.

Additional Effects Related to Optimized Flights

As previously stated, the Optimized Flights scenario would result in an increase of approximately 850,000 annual passengers at the Airport. The staffing requirement for TSA is a function of the number of screening stations, peak passenger levels, and the type of equipment/technology available. Federal funding levels for TSA also influences staffing levels. The majority of the additional flights would be expected to occur at non-peak hours; therefore, it is anticipated that the additional passenger and flight levels would effect TSA's ability to conduct adequate security screening. No impacts would occur to Airport emergency services.

Threshold 5: Impacts to public services would be considered significant if the project would conflict with Airport and FAA standards and regulations.

Construction Related Impacts

The Airport's construction safety plan, titled Safety and Security Requirements During Construction,¹³ defines standards and procedures for meeting the requirements of Federal Aviation Regulations (14 CFR Part 139) and local rules and regulations governing operational safety on airports during construction. It includes sections on construction controls, security, vehicle operation and control, and protection of utilities and services – all of which are strictly enforced throughout the duration of any construction project within the Airport's AOA. All

¹³ Available for review at the City of Long Beach Planning Department, 333 W. Ocean Boulevard, 4th Floor, Long Beach, California.

consultants, contractors, subcontractors, suppliers, and all other persons under their control who conduct activities within the AOA or restricted areas of the Airport during construction of the Proposed Project would be required to adhere to the requirements, standards and procedures contained in the Airport's safety plan. The Airport Operations Representative would be responsible for coordinating all safety and security matters during construction, and for ensuring that all procedures and requirements are followed. With adherence to the safety plan, no impacts to public services would occur. No mitigation would be required.

Project Related Impacts

Pursuant to Section 7.2 of the Long Beach Airport Rules and Regulations,¹⁴ all persons using the Airport are subject to the Security Program pursuant to 49CFR1542 of the Transportation Security Administration Regulations. Air carrier tenants must have an approved security, safety and passenger-handling program. Only personnel and vehicles, properly identified by the Airport, are authorized access to the Security Identification Display Area (SIDA). Leaseholders are responsible for ensuring the security of leasehold boundaries. The Airport's Security Program is implemented on a continuous basis. Since the Proposed Project would not conflict with any of the requirements of 14CFR139 or 49CFR1542 nor add any additional security requirements, no impacts to public services would occur. All improvements on the airfield side of the Terminal Building would require FAA approval. No mitigation would be required.

Additional Effects Related to Optimized Flights

The increased number of flights and passengers associated with those flights would not conflict with Airport or FAA safety requirements. As with the Proposed Project, the Airport Security Plan would be applicable on a continuous basis. There would be no impact associated with this threshold and no mitigation measures would be required.

Threshold 6: Impacts to public services would be considered significant if the project would result in an air or ground safety hazard.

Construction Related Impacts

Construction of the Proposed Project would generally be limited to the terminal area and the traffic circulation and parking areas on the east side of the Terminal Building, away from the airfield at the Airport. The only modifications to the airfield side would be ramp improvements associated with the provision of up to 14 aircraft parking spaces and the improvements to Parcel O. All improvements would be required to comply with FAA design standards and construction practices. As indicated above, the provisions of the Airport's security plan (Safety and Security Requirements During Construction) would be applicable during construction, thereby reducing the potential for an air or ground safety hazard during construction. Standard Condition 3.7-4, below, calls for the development of a Construction Phasing Implementation Plan that would outline measures for eliminating conflicts between construction equipment and aircraft activities. Therefore, construction activities would not result in an air or ground safety hazard. No mitigation would be required.

Project Related Impacts

Long Beach Airport covers 1,166 acres, has five runways, the longest being 10,000 feet, and includes multiple land uses which are described in detail in Section 3.5, Land Use and Planning.

¹⁴ Available for review at the City of Long Beach Planning Department, 333 W. Ocean Boulevard, 4th Floor, Long Beach, California.

The Proposed Project would implement changes at the Airport terminal area and adjacent parking and traffic circulation areas only. All improvements would be designed to meet City of Long Beach and FAA safety standards. As such, the Proposed Project would not be expected to result in an air or ground safety hazard. No mitigation would be required.

Additional Effects Related to Optimized Flights

Increased flight levels at the Airport would not be expected to result in air or ground safety hazards as they would not conflict with Airport or FAA standards or regulations. Current restrictions on operations pertaining to safety would apply to the additional flights. No mitigation would be required.

Alternative A (2003 NOP)

Construction Related Impacts

The construction-related impacts associated with Alternative A would be essentially the same as those associated with the Proposed Project, although no construction would occur in the ticketing area. Construction of Alternative A would not result in the intrusion of safety hazards at the Airport, impact staffing levels, or result in inadequate security at the Airport. Furthermore, construction of Alternative A would not conflict with Airport and FAA standards and regulations, nor have the potential to result in an air or ground safety hazard.

Consistent with the Airport's construction safety plan, all consultants, contractors, subcontractors, suppliers, and all other persons under their control who conduct activities within the AOA or restricted areas of the Airport during construction of the Proposed Project would be required to adhere to the requirements, standards and procedures contained in the Airport's safety plan. The Airport Operations Representative would be responsible for coordinating all safety and security matters during construction, and for ensuring that all procedures and requirements are followed. With adherence to the safety plan, no impacts to public services would occur.

Prior to the initiation of construction activities, the City of Long Beach would prepare a Traffic Control Plan to ensure that adequate emergency access is maintained during construction and emergency service providers are informed of construction phasing activities. Standard Condition 3.7-1 would reduce potential roadway emergency access impacts to a level considered less than significant.

During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Standard Condition 3.7-2 would reduce potential terminal area emergency access impacts to a level considered less than significant.

Pursuant to Standard Condition 3.7-3, below, during construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities.

Standard Condition 3.7-4, below, calls for the development of a Construction Phasing Implementation Plan that would outline measures for clearly delineating the aircraft parking area and eliminating conflicts between construction equipment and air craft activities. Therefore, construction activities would not result in an air or ground safety hazard.

No additional mitigation would be required.

Project Related Impacts

Alternative A would add larger facilities for TSA passenger screening and better facilities for TSA baggage screening services, thereby resulting in a positive impact on Airport security. All improvements would be designed to meet City of Long Beach and FAA safety standards. Adherence to applicable codes and requirements during project design would ensure that there would be no impacts to public services in conjunction with the ongoing usage of the terminal area improvements. Therefore, no mitigation measures would be required.

Additional Effects Related to Optimized Flights

Even with increased flights, the Airport would retain a “C” index rating; therefore, no additional personnel or equipment would be required and adequate security would be maintained. Likewise, all Airport and FAA standards and regulations would remain in effect at the Airport.

Increased flight levels at the Airport would not be expected to result in air or ground safety hazards because all FAA and Airport regulations and safety requirements would be applicable to the Optimized Flights scenario.

As discussed in Section 3.8, Traffic and Circulation, with implementation of the roadway and parking improvements, the volume/capacity ratio of Airport and area roadways would improve. Consequently, no impacts to emergency access would occur. No mitigation would be required.

Alternative B (Reduced Facilities)

Construction Related Impacts

Although fewer square feet would be added to the terminal area under Alternative B as compared to Proposed Project, the construction-related impacts associated with Alternative B would be essentially the same as those associated with the Proposed Project due to the fact that construction activities would occur in all the same areas of the Airport, with the exception of the ticketing area where no impacts would occur.

Construction of Alternative B would not result in the intrusion of safety hazards at the Airport, impact staffing levels, or result in inadequate security at the Airport. Furthermore, construction of Alternative B would not conflict with Airport and FAA standards and regulations, nor have the potential to result in an air or ground safety hazard.

Consistent with the Airport's construction safety plan, all consultants, contractors, subcontractors, suppliers, and all other persons under their control who conduct activities within the AOA or restricted areas of the Airport during construction of the improvements would be required to adhere to the requirements, standards and procedures contained in the Airport's safety plan. The Airport Operations Representative would be responsible for coordinating all safety and security matters during construction, and for ensuring that all procedures and requirements are followed. With adherence to the safety plan, no impacts to police or fire protection would occur.

Prior to the initiation of construction activities, the City of Long Beach would prepare a Traffic Control Plan to ensure that adequate emergency access is maintained during construction and emergency service providers are informed of construction phasing activities. Standard

Condition 3.7-1 would reduce potential roadway emergency access impacts to a level considered less than significant.

During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Standard Condition 3.7-2 would reduce potential terminal area emergency access impacts to a level considered less than significant.

Pursuant to Standard Condition 3.7-3, below, during construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities.

Standard Condition 3.7-4, below, calls for the development of a Construction Phasing Implementation Plan that would outline measures for clearly delineating the aircraft parking area and eliminating conflicts between construction equipment and air craft activities. Therefore, construction activities would not result in an air or ground safety hazard.

No additional mitigation would be required.

Project Related Impacts

Alternative B would add larger facilities for TSA passenger screening and better facilities for TSA baggage screening services, thereby resulting in a positive impact on Airport security. All improvements would be designed to meet City of Long Beach and FAA safety standards. Adherence to applicable codes and requirements during project design would ensure that there would be no impacts to public services in conjunction with the ongoing usage of the terminal area improvements. Therefore, no mitigation measures would be required.

Additional Effects Related to Optimized Flights

As with the other alternatives considered, the Airport would retain a "C" index rating; therefore, no additional personnel or equipment would be required and adequate security would be maintained. Likewise, all Airport and FAA standards and regulations would remain in effect at the Airport.

Increased flight levels at the Airport would not be expected to result in air or ground safety hazards because all FAA and Airport regulations and safety requirements would be applicable to the Optimized Flights scenario.

As discussed in Section 3.8, Traffic and Circulation, with implementation of the roadway and parking improvements which would be part of the Proposed Project, the volume/capacity ratio of Airport and area roadways would improve. Consequently, no impacts to emergency access would occur. No mitigation would be required.

Alternative C (No Project)

Construction Related Impacts

Alternative C would not result in any construction-related impacts in that it does not propose any construction activities. No impacts would occur. No mitigation would be required.

Project Related Impacts

Alternative C would not be expected to result in any impacts resulting from inconsistency with the policies of the General Plan related to public services. Additionally, it would not be expected to result in a substantial increase in demand for public service at the Airport that cannot be met by existing staffing. The existing staffing levels should be able to adequately serve the Airport because the staffing levels are generally established based on the number of flights and passengers and are adjusted accordingly.

Emergency access to the Airport would not be altered; therefore, there would be no impacts in this area. Similarly, the No Project Alternative would not introduce any component that would potentially result in an air or ground safety issue.

Under Alternative C, crowded conditions at the Airport would worsen as the commuter slots are filled. Monitoring of the passenger levels would be required to ensure that fire safety codes are not violated due to the number of passengers exceeding the approved capacity of the buildings. TSA has identified the need for facility improvements to protect the sensitive equipment that is used for passenger and baggage screening. Though the Airport would experience overcrowded conditions during periods of high activity and security measures would be less than desirable due to the absence of appropriate space for TSA baggage and passenger screening activities, the TSA has been able to adequately accommodate the current flight levels with the existing facilities. TSA has requested new facilities. At this time, it is not possible to accurately predict whether there would be any safety impacts associated with the continuation of existing conditions, but TSA staff are concerned that there could be. Continued requests for improvements at the Airport could be expected from TSA and improvements separate from this project may be required to accommodate the demand at the Airport.

Additional Effects Related to Optimized Flights

Under the optimized flights scenario, the Airport would experience an increase of approximately 850,000 passengers per year. Overcrowding in the Airport terminal area and parking areas would become a more common problem. Initial emergency response would still be from services provided on site and emergency access would be maintained. The increased demand for passenger and baggage screening associated with the Optimized Flights scenario would further tax the existing facilities. Since TSA is required to meet minimum safety screening requirements, it is reasonable to assume that this would still be accomplished; however, delays as a result of overcrowding would be expected. With no improvements to the facilities available, the ability to conduct security screening and comply with all State and local codes would be taxed. Given the limited capacity of the holdrooms (permanent and temporary) passengers could be required to wait outside of the building during peak hours or other operational changes would need to be implemented to ensure safety codes can be achieved. If, as flight levels increased, TSA determined that additional facilities were needed to enable them to meet the screening requirements, other improvements separate from this project would need to be implemented.

Impact 3.7-1

With Alternative C and the Optimized Flights scenario the capacity of the holdrooms may not be sufficient to accommodate the increased passenger levels and comply with applicable federal, State and local security and safety codes without modification of Airport operating procedures. This would be a potential significant impact. No mitigation measure is proposed since this is associated with the No Project Alternative.

3.7.3 MITIGATION PROGRAM

Project Design Features

- PDF 3.7-1 The Proposed Project and the build scenarios include a number of features that would enhance public safety and security at the Airport. These features would reduce overcrowding and provide an expanded baggage screening area which would also be enclosed to protect sensitive screening equipment.

Standard Conditions and Regulations

- SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.
- SC 3.7-2 During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.
- SC 3.7-3 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities.
- SC 3.7-4 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

Mitigation Measures

No additional mitigation measures are required.

3.7.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the Mitigation Program would avoid potential public service impacts for the Proposed Project and Alternatives A and B. No additional mitigation would be required. With Alternative C and the Optimized Flights scenario the limited capacity of the existing holdrooms may compromise the Airport's ability to accommodate the increased passenger levels and comply with applicable federal, State and local security and safety codes without modification of Airport operating procedures. This would be a significant, unavoidable impact. No mitigation measure is proposed since this is associated with the No Project Alternative.